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MADRAS WAR REVIEW

A WEEKLY BULLETIN OF THE WORLD WAR

VOL. V FRIDAY, MARCH 10, 1944 No. 27

Among the BEST in the WORLD

The fighting men of India as I know from an experience of 40 years, living among them and fighting beside them, are among the best in the world

But without good leaders no fighting men, however good they may be in themselves, can hope to achieve victory in battle. The need for good leaders is one of our most pressing problems in India to-day. There are very few born leaders of men ; the majority of such leaders have to be made

We in the fighting services need young men who are anxious to serve as officers, Viceroy's Commissioned Officers or in the ranks. There can be no more honourable profession than to serve one's country and protect her from her enemies. We want men with knowledge and brains, trained to think and act quickly in an emergency, and men with bodies able to stand up to great physical strain and hardship

In war the lives of the men in the ranks are in the hands of the officers. The responsibility of those lives rests with the leaders. We do need very badly to-day men who have the essential qualities of leadership—personality, initiative, resolution and the power to stay calm in danger

I look to you to give us these men. I am sure you can, and I am sure you will

H.E. GENERAL SIR CLAUDE AUCHINLECK, *Commander-in-Chief, India, at the Aligarh University, on Monday (March 6)*

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[NOTE.—*The summary of news and comments contained in the* MADRAS WAR REVIEW *generally relate to events and statements published till Wednesday, every week.*]

JAPS PESSIMISTIC!

"We are ready to meet the Japanese at any time. Our submarines have taken such a heavy toll of Japanese shipping that it will soon be a controlling factor of what they are able to do. All we need is time to carry on our operations. The principal obstacle is geography—the size of the Pacific. I believe the Japs are definitely pessimistic. Our position in the Pacific is favourable and improves with the passage of time. We shall miss no opportunity to fight the Japs wherever and whenever we can. We have got sufficient strength in the Pacific now and we are ready to take on the Japanese fleet in a show-down fight."

ADMIRAL CHESTER NIMITZ, *Commander-in-Chief of the United States Pacific Fleet, at Washington, on Tuesday, March* 7.

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BIGGEST DEFEAT FOR JAPS

"Arakan was the biggest defeat the Japs have had since they have been in Burma. One regiment and one battalion of each of two other regiments were badly knocked about. Up to now 2,400 dead have been picked up and one must allow for at least one wounded man for each one killed."

GENERAL SIR GEORGE J. GIFFARD, *Commander-in-Chief, the Second Army Group, on Wednesday, March* 8.

◆

TO GET AT GERMANY!

"We mean to get into Europe, to get at Germany, to take the German army by the throat and shake life out of it. We mean to be done for good and all with the German General Staff and German military tradition and German lust for power and German habit of aggression."

MR. HERBERT MORRISON, *the Home Secretary, at Sheffield on Friday, March* 3.

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THE JOINT BLITZ

THE Anglo-American air offensive against Germany in the last few weeks is a prelude to the great all-out attempt to storm Hitler's *Festung Europa*. The joint blitz that is being carried out by the R.A.F. and the U.S.A.A.F., " between the February and March moons " may, in the words of Sir Archibald Sinclair, well be considered by future historians " as one of the decisive stages of the whole war." Britain's Air Minister pointed out in his speech in the House of Commons at the end of last month that in January Berlin received as great a weight of bombs as had fallen on London from the beginning of the war till now, and declared, " There lies before us now clearly attainable the glittering prize of air supremacy—the talisman that can paralyse the German war industry and war transport." " That," he added, " will clear the road for the progress of the Allied armies to Berlin."

THE first American daylight attack on Berlin on Saturday last (March 4) and the second on Wednesday (March 8) have demonstrated possibilities of non-stop 24-hour raids by alternating R.A.F. Bomber Command and U.S. heavy bomber formations. In a congratulatory message to General James Doolittle, Commanding-General of the Eighth American Air Force, on the first U.S. bombing of Berlin, Air Chief Marshal Sir Arthur Harris, C.-in-C. of the R.A.F. Bomber Command, says, " It is more than a year since they, Berliners, were last attacked in daylight, but now they know that they have no safety there by day or night. All Germany learns the same lesson." On the same night (March 4) Mosquitos of the R.A.F. Bomber Command attacked objectives in Berlin and West Germany. These attacks are, as pointed out by a *Reuter's* special correspondent, " a portent of the time when Berlin will be bombed by the R.A.F. by night and the U.S. Army Air Force in daytime."

Interlocking of Offensives

THIS interlocking of British and American air offensives has a twofold objective in view. Firstly, it is intended to smash the network of factories in Germany which are producing fighter aircraft. Secondly, it is designed to keep German pilots in the air both in daytime and at night so that the German fighter force can be worn down and its servicing organization can be weakened by steady pounding of operational air-fields and repair depots. " If we could make the Germans constantly divide their attention between danger from west and south," observes Patrick Lacey in a recent B.B.C. broadcast, " we shall be getting along very nicely with the exhaustion of the *Luftwaffe* in the air, as well as its factories and repair shops on the ground." Referring to the effect produced by U.S. raids in shattering the key centres of German war production, Mr. Churchill said on February 22 : " The precision of the American daylight attacks is giving exceptional results upon particular points, not only in clear daylight, but now, with the development of navigational aids, through clouds."

Severe and Continued Hammering

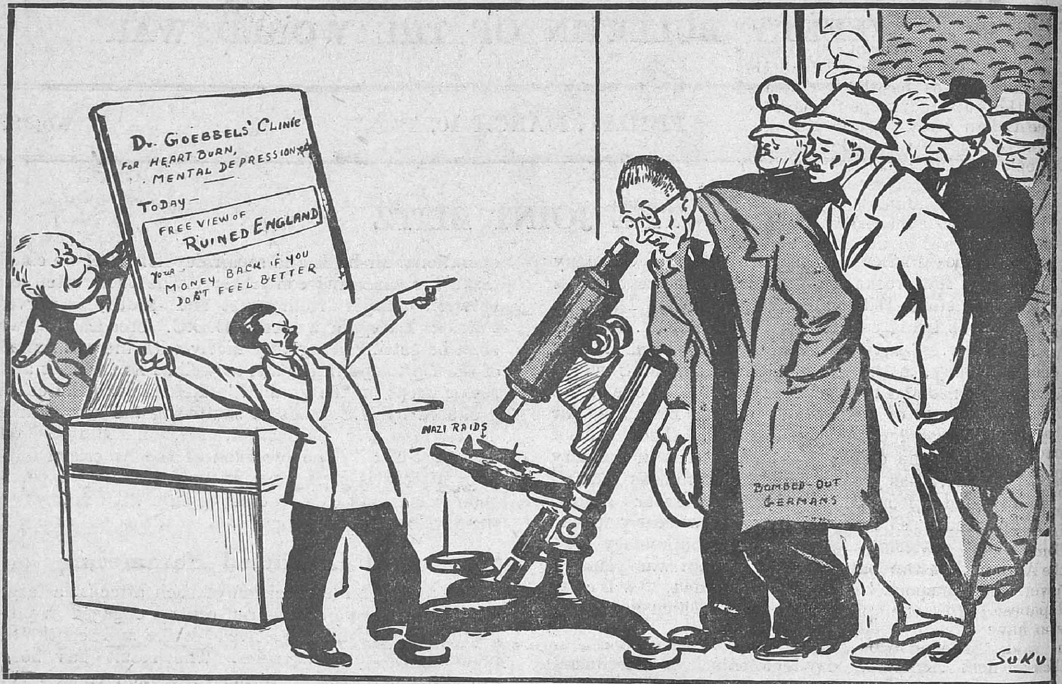
ON account of the precision of such attacks, a large number of German industrial centres engaged in producing aircraft have received severe and continued hammering from the skies. The result has been considerable reduction in the production capacity of German fighter aircraft. Sir Archibald Sinclair revealed in the House of Commons on February 29 that the American raid on Leipzig nine days earlier had wrecked the huge Eria group of factories producing Messerschmitt 109s. As the Allied air offensive grows in weight and begins to come in from different points of the compass, Germany would find it many times more difficult to afford adequate fighter production to her war industries. It is estimated that she would require a frontline fighter strength of at least 2,000 fighter planes, and she has been able to come up to this level by switching a good deal of aircraft production from bombers to fighters. And four-fifths of this fighter strength of the enemy have been drawn to the west, as the Germans feel strongly that the real decision of the war will be made only in the west. The object of the joint air operations of the Allies against German factories is to make a drastic reduction, at the source, in the flow of fighter planes, and this is being achieved in a perceptible degree.

The Bark and the Bite

BY this we should not imagine that the *Luftwaffe* is within sight of being rubbed out as an offensive force. The reprisal raids on London have shown not only the capacity of Goebbels to bark, but the *Luftwaffe's* ability to bite. There have been a number of sharp

[*See Seventh page bottom.*

"SOOTHING SYRUP"



—*Specially drawn for the* MADRAS WAR REVIEW

RUNNING COMMENTARY

Arakan—H.E. Lord Wavell's Tribute to Lord Louis Mountbatten

In a message to Lord LOUIS MOUNTBATTEN, Supreme Allied Commander, South-East Asia, His Excellency Lord WAVELL has paid a warm tribute to his "striking success in Arakan." The Viceroy had watched with great interest and admiration "the steadfastness and skill with which commanders and troops have met a testing situation." Coming as this tribute does from one who has had experience of the difficulties of fighting in Arakan, it is all the more valuable. It may be recalled that Lord WAVELL led the Arakan campaign in 1943, but it did not meet with success because troops with little or no training in jungle warfare were compelled by the force of circumstances to attack the enemy in a difficult country. They wanted to catch the enemy unawares and gain a strategical success on land, which they would have done had shipping resources been available. But as it was, the Arakan campaign was a failure. In an article written to the American magazine *Atlantic* before he became Viceroy, Lord WAVELL refers to this. He says:

"That these inexperienced troops were eventually outmanœuvred by a seasoned Japanese division with the advantage of better communications, and that they became somewhat disheartened in the process cannot be held to discredit the Indian Army. I set a small party of it a task beyond their training and capacity. The main responsibility for the failure is mine." Lord WAVELL adds, "I am certain that when the time comes for a real sustained counter-offensive against Japan the Indian soldier will not be found wanting."

That time came last month, and the Indian soldier proved in Arakan that he is more than a match to the Jap.

* * *

The War Effort—India's Great Contribution

Ever since India entered the War four and a half years ago, Indian soldiers have proved that they are as good as, if not sometimes even better than soldiers of other countries. During the four and a half years, India's armed forces had increased almost tenfold, and her soldiers had seen service in three Continents. Their gallantry and courage in the battle-fronts of Africa, Europe and Asia have elicited tributes from the highest quarters. Last year, Lord WAVELL declared:

"I know from personal experience how very great the contribution of India to the war effort has been. We should not have held the Middle East but for India."

LIBERATORS ATTACK BANGKOK.—The Strategic (Air) Force of the South-East Asia Command carried out the longest distance raid of the war on the Burma front when the R.A.F. and 10th U.S.A.A.F. struck at the important sea base of Bangkok—capital of the Thailand. On the Burma front R.A.F. aircrews are seldom briefed indoors. Here is a typical everyday scene at a forward airfield.

Referring to the achievements of Indian soldiers, Mr. CHURCHILL, Great Britain's great Prime Minister, said :—

"The high renown of India's soldiers and of the redoubtable Gurkha troops has been enhanced by the outstanding performance of the Indian Army. I take this occasion to express to the Princes and people of India and to our firm friend, His Highness the Maharaja of Nepal, our admiration and gratitude for all that the Indian Army has done in Africa, in the Far East and in India itself."

Addressing the students of the Aligarh University on Monday (March 6) His Excellency Sir CLAUDE AUCHINLECK, Commander-in-Chief of India, has paid another great tribute. He said that he knew from an experience of 40 years that the fighting men of India "are among the best in the world." This great fighting quality was demonstrated once again last month in the Arakan front. "For the first time," said Lieutenant-General A.F.P. CHRISTISON, Commanding the 14th Army forces in the Arakan, "British and Indian troops have scored a major victory over the Japanese." Referring to the men who have brought about this victory he said, "I cannot be too proud of their magnificent courage and devotion to duty during a long and difficult battle. They have set an example to all those who will one day find themselves fighting the Japanese."

* * *

Part played by Eastern Air Command

We have referred in our previous issue to the way in which this example was set and the manner in which victory was achieved in Arakan against the Japanese. We shall now refer in some detail to the factors which have contributed to this very significant victory. A great share of the credit should go to the Eastern Air Command. It may be recalled that sometime ago all the combat units of the R.A.F. and the U.S.A.A.F. in the South-East Asia theatre were unified into a single Allied Air Force under the Command of Air Chief Marshal Sir RICHARD PIERSE as Air Commander-in-Chief, South-East Asia Command. This was the logical outcome of the Cairo Conference which resolved "to bring unrelenting pressure" against Japan "by sea and air." Referring to its importance, Sir RICHARD PEIRSE said in a message soon after the constitution of the new Command :

"The creation of the Eastern Air Command is an event which I most warmly welcome, not only because it draws closer the happy relationship already existing between the United States Air Forces and the Royal Air Force, but because it is a clear indication to all concerned, that America and Britain are determined to find the most efficient machine for the destruction of the enemy in and from the air."

Under Sir RICHARD, all the combat units of the 10th U.S. Army Air Force and Royal Air Force, Bengal Command, have been integrated into one air striking force called the Eastern Air Command, and it is this air force under the Command of Major-General E. STRATEMEYER, that has played such a remarkable part in the Arakan victory. It has been set up on the same lines as the North Africa Air Forces which have played an important part in the Mediterranean area. Similarly it is composed of a Tactical Air Force and a Strategical Air Force, under the operational control respectively of Air Marshal Sir JOHN BALDWIN, of the Bengal Air Command, and Brigadier-General HOWARD C. DAVIDSON, of the 10th U.S. Air Force.

It is of interest to note the respective functions of the Tactical and Strategical Air Forces. The task of the Tactical Air Force is to provide direct support to the land forces in the field-jobs which include long-range reconnaissance, maintenance of the local air superiority, isolation of the battlefield from the enemy's reinforcements and air force, and close protection of the distant support bomber units. The task of the Strategical Air Force is to carry the attack on the enemy's war machine

The Tokyo dream and the Arakan fact.

at its heart. Inevitably priority has to be given to the requirements of the Tactical Air Force.

Experience of air war in the Mediterranean area has shown that it is useless to concentrate on strategical bombing, unless superiority has been achieved in the battle area by the work of the Tactical Air Force. Those who believe enthusiastically in the efficacy of bombing may not agree with the above view, but the fact remains that where the air force is integrated with land and sea forces, as in the Mediterranean area, battles have been won, the enemy has been defeated and his territory occupied.

* * *

What happened in Arakan—Unique air umbrella lends support to land forces.

The same thing happened in Arakan. The Japanese brought unusually strong air support in the opening rounds of the battle. But the Tactical Air Force dealt with it by putting up an air umbrella of proportions hitherto unknown on the Burma Front. There is no doubt that air superiority contributed in a decisive way to the defeat of the Japanese. Our aircraft—Spitfire and Hurricane fighters, Vultee Vengeance dive-bombers and tactical reconnaissance planes—flew 3,000 sorties between February 4 and February 19. One hundred sorties were flown in 7 days by a dive-bomber squadron of the Indian Air Force. About 200 tactical reconnaissance flights were carried out by Indian pilots over difficult country. This is an outstanding air performance of which we can well feel proud.

THE MIDDLE EAST MOUNTAIN WARFARE TRAINING CENTRE.—In the foothills of the Lebanon Mountains is the main camp of the Middle East Mountain Warfare Training Centre. Other camps are scattered about in the mountains at suitable places for training in rock climbing, skiing, etc. Desert warfare is now a thing of the past, and for some time Allied Troops have been undergoing training in mountain warfare. Broadly speaking, the training shows the men what must be done when motor transport can no longer be used, how supplies can be carried on mule pack, and how progress is made and fighting carried out in rugged country. Nearly everything is different. New ways of using weapans, camouflage, wireless sets, smoke, etc., must be learnt. It was camparatively easy rescuing wounded men in the open d-sert country: it is a very different story bringing them in from precipitous mountain slopes. Men must rely on their own feet far more than in the days of the Western Desert. When they reach rocky faces some of them at least must know how to scale them; many must be taught to run and fight on skis and snow shoes. All these things are taught at the Mountain Warfare School.

Photo shows *a Sikh sniper during a demonstration in the mountains.*

"WE THANK OUR FUEHRER"

(*By* R.G.)

Says Goering with a feeble roar,
Fuehrer, we can do no more :
The R.A.F.'s a better strafer
Than your invincible Luftwaffe.

Goebbels with a manly squeak
For his Fuehrer starts to speak
And there comes a hollow groan
Trembling through the microphone.

Ribbentrop can find no fizz
In all the champagne that there is
And wishes as his feet grow cold
He'd only wine, not honour, sold.

Himmler with his gentle grin
Oils the whip and calls them in,
All the Nazi Party chiefs
Wavering in their beliefs.

Only Hitler does not choose
To think that Germany will loose.
He swallows his own lies and then
Brings them up to use again,

Trying to conceal his troubles
Even from his many doubles
While the Eastern front caves in
And the bombs remove Berlin

And the chiefs who have to stay
Envy Hess who got away
And the Master Folk look round
For safer places underground.

Thank your Fuehrer there below :
Let his good Gestapo know
How you all rejoice to see
Hell, not Berlin, on the Spree.

Perfect team work and silence so that the leader's voice can be heard are necessary when hauling guns up a steep slope. It is done by a series of sudden tugs, two men applying the brakes between each tug.

The most striking feature of the achievement of the Tactical Air Force in the Arakan Front was the demonstration of its ability to make and maintain air supply routes after all land routes had been cut. The Japanese encirclement was reduced to a mere technicality by the Troop Carrier Command (which included a majority of R.A.F. units) under the American Brigadier-General OLD. The Troop Carrier Command dropped petrol, oil, ammunition, food, clothing, medical supplies and even comfort as and when they were required and dead on the target, and an idea of the enormous supplies the troop carrier planes would have carried can be had from the fact that a full division with tanks and artillery in the field was kept supplied for three weeks. Another notable fact is that the wounded were successfully evacuated by air from inside the hard-pressed defensive ' boxes ' and from the attacking groups when they resumed the offensive !

The formation of this unified Eastern Command in general and the Tactical Air Force in particular should be seen against the background of the increasing pressure that will be brought to bear against Japan. When Lord LOUIS MOUNTBATTEN visited the Arakan Front recently, he declared that after the defeat of Germany " vast resources—resources so vast that the problem will be their deployment—will be concentrated against the Japanese." Now only a small fraction of Allied resources has been used against Japan, but even this has caused grave anxiety to Tokyo !

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(THE JOINT BLITZ—*Continued from page 3*).

attacks, but unlike Allied raids on industrial targets in Germany, they have only been indiscriminate bombing raids. The effect of these has been, as usual, considerably exaggerated. Goebbels gives lurid accounts of panic and chaos, mass flights from London, and so on, with a view to satisfying the German public that the Allied air offensive is being retaliated on an effective scale and reviving the waning confidence of neutral satellites, such as Spain, in the striking power of the German air force.

THAT there is some anxiety in Germany regarding the morale of the people and the confidence of satellites and neutrals is admitted in an article that appeared recently in the *Voelkischer Beobachter*. " For many years," says the writer, " Churchill has lulled his own people and the world into believing that air warfare had become a completely one-sided affair and that the *Luftwaffe* would never be in a position to hit back. This assertion is one of the many instances of British attempts to depict the war as in the main already won, so as to induce neutral countries and peoples to abandon their neutrality, to encourage their own allies and to wear down the morale of Germany and her allies." Neither Mr. Churchill nor any other British or Allied leader has stated, or given the impression, that the war is almost won; on the other hand, they have been warning the people that it will be a long war and there is no use of indulging in over-optimism.

IF there is considerable shaking in the faith and confidence of neutrals like Spain and satellites like Finland and Bulgaria, the cause is to be found, not in the assertions of Allied leaders, but in the accomplishments of the joint blitz on Germany carried out by the Allied air forces. Great Britain is ready for worse reprisal raids from the *Luftwaffe*, but will Germany be able to stand for long the colossal air offensive of the Allies and be in an effective position to resist the great land-assault of the Allies from the west?

Another factor which contributed to the Arakan success was the unspectacular part played by postal petrols of the Royal Indian Navy. They took effective measures to prevent any Japanese attempt to cross to the Indian side of the Naaf River and to break up any concentration near Maungdaw by bombardment.

* * *

Madrassis add a fresh chapter of glory. The splendid tenacity and courage shown by the men of the 14th Army in defeating the attempt of the Japanese Commander, Colonel TANABASHI, has already been referred to. We are further proud to note that Madrassi Pioneers have written a fresh chapter of glory to their great military tradition. They left their normal jobs of road-making and airfield construction, scaled precipices, forded rivers and carried supplies to the hard-pressed army, each men with 40 lb. on his back and each knowing what the enemy would do to either combatants or non-combatants if they fall into his hands.

The Arakan victory which was accomplished on account of these various factors, does not in itself represent an offensive into Japanese-held territory; it means that a very determined Japanese offensive has been effectively frustrated. If Jap designs had materialised, it would have seriously endangered the defence of India and also upset our own preparations for a large-scale attack of the Japanese. Therein lies the significance and importance of the victory which is a most important and heartening one in the annals of this war.

MADRAS HAVILDAR IN ARAKAN

Havildar Jayaraman of the Madras Sappers and Miners whose home is at Sudduppery village, Vellore, has been in a tight corner thrice with his bull-dozer in the Western Desert Battles. On every occasion he had been cut off by the Germans but had succeeded each time by his valiant efforts to break through and save his bull-dozer. These had won him a mention in despatches.

But in the Arakan recently his luck was out. In the fighting in the Nga-dyeauk pass towards the end of February, Havildar Jayaraman found himself again in tight corner. The bull-dozer working party of which he was a member, engaged on road repair was ambushed by the Japs. Further progress was impossible as the party was covered by fire from Jap tanks.

Jayaraman was hit in the leg before he could be pulled to safety. But his bull-dozer was not left—he shouted instructions to Lance-Naik Ramu of Vizagapatam, who under a screen of fire from British manned tanks, went in and drove the machine back to safety.

EUROPE'S CHILDREN.—The United Nations begin the job of returning them to normal living. That their more able countrymen might live to fight these elderly men, women and children escaped via the underground from Yugoslavia where, due to Hitler's plunderings, there's not enough food to go around. Now in a camp in the Middle East, they are in the care of the United Nations. The picture shows two young refugee girls keep warm with extra blankets provided by the camp.

HUMANITY UPROOTED

By M. RATNASWAMI, C.I.E., *Vice-Chancellor, Annamalai University*

IN no matter has Hitler proved his revolution of destruction as one German critic has called the Nazi delirium than in his movement of populations at his own cruel will and pleasure. In no point has he shown an atavistic reversion to the practice of the Barbarian German tribes whose invasions of Europe began European History, than in his nomadic policy of moving people about. In no particular has he proved more conclusively his bear-like policy in pulling out the roots of humanity. Till he came on the scene it had been the policy of States and Governments to let people live in the territory in which they had struck roots. In fact a people begins to live the life of the State only when it settles down on some particular piece of territory. Often as a result of conquest or migration or some other historical event, peoples of different ethnic origins or of different religions were found living together in the same State and under a single government and found no difficulty in doing so. Misgovernment of one people by a government belonging to a different people led to movements of revolt. But these revolts led to a reform in the attitude of the offending government or to a change of government.

ONE NATION, ONE STATE

But in the ninetheenth century these movements of discontent among misgoverned peoples led to the formulation of the theory of Nationality which got srystallized in the famous formula: One Nation, One State. That is to say that a State could not be composed of people of different ethnic origins or speaking different languages, or professing different religions. Of this beautifully simple theory, Hitler's superficial mind took advantage. The German State must be composed of a single people. Therefore the Jews must be persecuted out of existence. The Sudeten Germans must be got out of Czecho-Slovakia and they and the portion of territory they occupied in that State must be incorporated into Germany. This policy inaugurated in peace time found extreme expression in the racking time of war. At the dictation of his ally in the early years of the war, Soviet Russia, he ordered the Baltic Barons of Esthonia, Latvia and Lithunania to come back to Germany. These Baltic Barons although German had settled down in these Slav countries ever since the end of the Middle Ages. They had developed the lands, established feudal relationship with the natives, ran them under the yoke of political discipline that feudalism has everywhere given, and done much for the peace, prosperity of their lands. They were, no doubt, guilty of sins of omissions and of commission like feudal barons everywhere. But on the whole, the verdict

General Douglas MacArthur (second from right) *and Lieut.-General Walter Krueger, Commanding General of the Sixth American Army* (left of group) *give final instructions to Brigadier-General Cunningham* (with back to camera) *and his aides prior to the departure of the United States task force that landed at Arawe, New Britain. General Cunningham personally conducted the invasion.*

of history is that these Baltic Barons deserved to stay in their ancestral possessions. They were willing to take the chances and changes of social and political movements among the Slav peoples. But all their services and intentions were of no avail against the dictates of Hitler. At the call of their Master they had to abandon the country of their birth, their ancestral lands, their means of livelihood and seek a new way of life in the Fatherland which they had not known for centuries and which had forgotten them for centuries. Similarly to gain another diplomatic advantage he has emptied Italian Trentino of Germans and the Tyrolese have had to abandon the lands of their fathers.

CRUELTY IN POLAND

This policy of uprooting peoples from their native soil, Hitler has been able to pursue with relentless thoroughness in that tide of the victories that came to him in the East. The conquest of Poland in 1939 gave him an opportunity to wreak his vengeance on the people that has always resisted his and his nation's policy of Germanization. In the first two years of the occupation of Poland nearly 1½ million Poles were driven from their homes into that part of Poland which he created and called the Governor-Generalship of Poland. The way he dealt with Gydnia, the port of Poland is illustrative. Gydnia which the Polish people had within a generation converted from a tiny village into a port of 100,000 inhabitants with its docks and flourishing import and export trade. Street by street, we are told, at an hour's notice, its people were turned out of their homes, they might carry a suit-case but all household goods had to be left behind. They were marched along a road, old men, old women, children—the young men were already dead or imprisoned. As sick and feeble fell by the way, they were pushed into the ditches by the Guards. Then they were herded into cattle trucks, sixty to a truck and locked in and carried through the long nights of the Polish winter. Hundreds perished on this awful journey. Even the German soldiers were taken aback when from one train they recovered the bodies of 30 children frozen stiff. Western Poland especially, Hitler wants to be free of Poles.✓ A German state organization has been set up for the colonization of western Poland. In addition to the 1½ million Poles who have been expelled over 800,000 have been deported to Germany for forced labour against all the rules and conventions of International law. In their place 600,000 German colonists have been brought in to fill western Poland. But as there are not enough to fill western Poland, the Nuremberg racial laws have been thrown overboard. The Kashubians and Maneurians although Poles, are now to be classed as Germans. The depopulation and resettlement of western Poland is a planned movement of future importance. The idea is to present the Peace Conference with an accomplished fact, so that western Poland could not be restored to its rightful owner. In upper Siberia where about two-thirds of the Poles in Germany live, Germanization has been going on for years. Of the 300,000 Polich children in Germany only 2,000 were allowed to attend Polish schools. The Polish press was held down firmly even before Hitler's time. The policy of Germanization was aimed especially against the religion of the Poles. Of the Catholic priests serving the Poles, only six were Polish priests. The Jews also have received special treatment from the Germans in occupied Poland. A reservation was enclosed south of Lublin, in the frontier fixed between Germany and Russia and part of the Governor-Generalship. It was to be the dumping ground not merely for the Jews of western Poland but also for the Jews of Austria and Germany.

YUGOSLAVIA

The Germans pursued the same policy of moving peoples about in other occupied countries. In Yugoslavia, in the first six months of the occupation over 150,000 Slovenes have been hounded out of their native province into the rump Yugoslavia already devastated and half-starving—formed after the conquest. Deliberate attempts have been made to set the Catholic branch (the Slovenes) of the Yugo-Slav family against the orthodox branch. A policy of denationalization has been followed. The use of the Slovene language has been proclaimed a crime. The argument used is Hitlerian—northern Slovenia is German land and always must be. Hence its inhabitants must be expelled and the country peopled with Germans.

In Czecho-Slovakia another Slav challenge to Hitler's Germanism over one million Czechs have been transported to Germany for forced labour. Czech culture also was to be suppressed. All secondary schools and Universities were closed immediately after the conquest. One of the best educated peoples of Europe were to become a nation of labourers. Frank, the German Governor-General of occupied Czecho-Slovakia is reported to have said, "If you win, you will have all the Universities you need. If we win the war you will no longer need Czech schools at all."

What are we to think of all this business of twisting and turning people out of the lands in which they and their fathers had been born and in which they had stuck root? It is, I think, to be traced to the theory of revolution adumbrated for the first time in political thought by Jean Jacques Rousseau, the theory that the State is a thing made by man's hands and therefore can be unmade and remade by man. Tradition, custom, prescription cannot stand in the way of man's monkeying of the State. It is this theory adopted with enthusiasm by 19th Century National Liberalism that Hitler like the simple and superficial thinker that he is, is running to the death of peoples.

Of the two factors that go to the making of a State, land and people—the latter, the people is considered to be the more important and to be the dominating factor in the making or remaking of the State. The land, its geography, its history, its military or economic needs are of no account. People can be uprooted from it to serve a theory of nationality or of race and of diplomacy. Their likes or dislikes are to

(*Continued on page* 13)

ATTACK ON BERLIN—HIGHEST

(*By* Squadron-Leader

THE attack upon Berlin marks the highest point yet reached in the bomber offensive. As such, it will have a profound effect upon the coming invasion of Europe. It is not too much to say that if we can press the bomber offensive to the limit this winter, the lives of hundreds of thousands of our men may be saved when the last great battle comes. Don't misunderstand me. I'm not saying that the bombing of Germany is a sort of artillery preparation for the invasion. It isn't. And it won't necessarily cease when the land attack in the west begins. If the Germans are hopefully looking forward to that, they may be very seriously deceiving themselves.

Our land attack must be prepared in any case to break through the hard crust of the German defence. But what will lie beneath that hard crust? Shall we find that the German nation as a whole is still tough and resolute, a nation which has to be conquered province by province, and even mile by mile? Or shall we find that the crust of German military power covers a nation which has already been deeply wounded, both materially and morally? The answer will be given in the main by the degree of success achieved by the Anglo-American bomber offensive.

The attack which has now been opened upon Berlin is a deliberate attempt to deprive the enemy of the use of his capital city. R.A.F. Bomber Command has set out to make it impossible for the Nazis to use Berlin. For remember, Berlin is to-day the capital, not simply of Germany, but of Hitler's whole slave empire. Berlin is a city in a totally different class to Essen, Dusseldorf, or even Hamburg—or any other of the cities which Bomber Command has so far attacked. Berlin is the fourth largest city in the world. It is one of the half-dozen or so world capitals round which the life not only of one nation but of a whole area of the world revolves. Berlin contains factories of the highest importance; but its unique significance is that the economic life of Central Europe as a whole has been carried on by means of the financial, marketing, administrative and transportation facilities of Berlin.

We don't know what the effect of the paralysis of such a centre will be. For such a thing has never yet happened. If, however, Bomber Command can effect its purpose, we shall know. . . and within the next few months. It may be that the Nazi empire can be carried on without Berlin, I daresay it can be. But the ruin of Berlin—if it can be effected—will take us a long step towards the weakening of Germany to a point where she will not be able to resist the final attack. "If it can be effected"—for don't let us deceive ourselves for a moment into supposing that Berlin has already been destroyed.

Certain cities—Kassel, for instance—can sometimes be crippled by the tonnage which Bomber Command can now drop in a single attack. Incidentally, I hear that after one of those decisive attacks a grim little anecdote is on everybody's lips in Germany. People in the Reich are saying to each other: "Last night twenty-three British bombers were shot down and one of our cities is missing!" But Berlin is a different matter. Berlin can't be dealt with in a single attack like that. You can get some idea of the size of the task which Bomber Command has set itself by comparing Berlin with Hamburg. Hamburg was itself a vast city—getting on for twice the size of any city in Britain outside of London. Hamburg had 1,800,000 inhabitants and a fully built-up area of 8,382 acres. But Berlin had 4,400,000 and a fully built-up area of 23,000 acres. It would take a whole series of attacks before such a city as this can be rendered useless to the Nazis. Moreover, it will, of course, be impossible for Bomber Command to peg away at Berlin without interruption. The enemy must be kept guessing as to where we are going to next—as he was by that brilliantly executed operation on December 3. Bomber Command, you will remember, feinted at Berlin and then suddenly dived off south to Leipzig. There will, no doubt, be plently more surprises in store for the enemy.

PRODUCT OF BRITAIN'S GRINDING HARD WORK

It isn't too much to say that the bomber offensive is to-day the joint product of the brains, the courage, and the grinding hard work of this entire nation. The very success which has been achieved may tend to make some people think that the bomber offensive has just been a matter of building a sufficient number of bombers, flying them over Germany, dropping the bombs, and coming home again. The fact is that the bomber offensive has only been carried forward by keeping one step ahead of the enemy's continually improving defences. It would have been fatal even to pause. The counter-measure—the new method of fighter attack against the new form of bomber defence—has never been long in coming. We have had to be ready with the counter counter-measure; and we have been.

If, for example, we were to attack Berlin to-day with the same aircraft and using the same methods which we employed only two years ago our bomber force would be massacred in one or two operations. But, equally, if to-day our Lancasters, Halifaxes, Stirlings had to meet no more than the defences which existed in 1942 they could destroy every industrial centre in Germany with negligible losses to themselves.

Recently, we have been given an account of the work of our Pathfinder Force. The need for someone to find the path to the target is obvious—for naturally that same darkness which hides the bomber from the defending fighter also tends to hide the target from the bomber.

The Pathfinders are marking the target so that intensely concentrated bombing is being achieved. For Germany that's perhaps the most ominous development of all. For it is the concentration in both time and space that counts—the tons per minute per acre!

WAR CORRESPONDENT OVER THE TARGET

By ED. MURROW

Last night some of the young gentlemen of the R.A.F. took me to Berlin. The pilot was called Jock. One day, while we were waiting for the weather, he drove me across a bit of England, through small villages with grey stone houses marching straight on each side of a small common. We passed innumerable airfields, and at about the fourth he remarked: "It's a pity; not one but would make two good farms." He explained that night bombing was really rather simple—there wasn't much danger. And then we passed a field, and Jock remarked: "Last winter one of our crews bailed out just over there in a snowstorm. When their parachutes opened it jerked off their boots and they had to walk home in the snow." And he added, by way of reassurance: "Now each time I fly I tie on my boots; for a man would have no chance of walking home from Germany without his boots."

* * *

Late in the afternoon we went to the locker-room to draw parachutes, Mac Wests, and all the rest. As we dressed, a couple of the Australians were whistling. Walking out to the bus that was to take us to the aircraft I heard the station loudspeakers announcing that that evening all personnel would be able to see a film—*Star Spangled Rhythm*—free!

* * *

For half-an-hour before take-off the skies are dead silent and expectant. A lone hawk hovered over the airfield, absolutely still as he faced into the wind. Jack, the tail-gunner, said: "It would be nice if we could fly like that." Jock looked at his watch, and moved toward the aircraft. Nothing was said; we all followed. D for Dog eased around the perimeter track to the end of the runway. We sat there for a moment; the green light flashed; and we were rolling ten seconds ahead of schedule. The take-off was as smooth as silk. The wheels came up, and D for Dog started the long climb.

* * *

We were approaching the enemy coast. The flak looked like a cigarette

POINT IN BOMBER OFFENSIVE

JOHN STRACHEY)

lighter in a dark room—one that won't light . . . sparks but no flame; the sparks crackling just about level with the cloud tops. We flew steady and straight, and soon the flak was directly below us. D for Dog rocked a little from right to left, but that wasn't caused by the flak. We were in the slipstream of other Lancasters ahead; and we were over the enemy coast. And then a strange thing happened. The aircraft seemed to grow smaller. Jack in the rear turret, Wally, the mid-upper gunner, Titch, the wireless operator—all seemed somehow to draw closer to Jock in the cockpit. It was as though each man's shoulder was against the other's. The understanding was complete.

* * *

CENTRE OF THE FIREWORKS

We were about thirty miles from our target area in Berlin. That thirty miles was the longest flight I have ever made. Dead on time Boss, the bomb-aimer, reported: 'Target indicators going down.' At the same moment the sky ahead was lit up by bright yellow flares. Off to starboard a kite went down in flames. The flares were sprouting all over the sky—reds and greens and yellows; and we were flying straight for the centre of the fireworks. D for Dog seemed to be standing still, the four propellers thrashing the air—but we didn't seem to be closing in. The cloud had cleared, and off to starboard a Lanc was caught by at least fourteen searchlight beams. We could see him twist and turn, and finally break out. But still the whole thing had a quality of unreality about it. No one seemed to be shooting at us, but it was getting lighter all the time. Suddenly a tremendous big blob of yellow light appeared dead ahead, another to the right, and another to the left. We were flying straight for them. Jock pointed out to me the dummy fires and flares to right and left, but we kept going in. Dead ahead there was a whole chain of red flares looking like stop lights. Another Lanc was coned on our starboard beam; the lights seemed to be supporting it. We could see little bubbles of coloured lead driving at it from two sides. The German fighters were at him.

And then with no warning at all D for Dog was filled with an unhealthy white light. I was standing just behind Jock and could see the seams of the wings. His quiet Scots voice beat into my ears: 'Steady, lads—We've been coned.' His slender body lifted half out of the seat as he jammed the control column forward and to the left. We were going down. Jock was wearing woollen gloves with the fingers cut off. I could see his fingernails turn white as he gripped the wheel. And then I was on my knees, flat on the deck, for he had whipped the Dog back into a climbing turn. The knees should have been strong enough to support me, but they weren't; and the stomach seemed in some danger of letting me down too. I picked myself up and looked out again. It seemed that one big searchlight instead of being twenty thousand feet below was mounted right on the wing-tip. Dog was corkscrewing. As we rolled down on the other side I began to see what was happening to Berlin.

The clouds were gone, and the sticks of incendiaries from the preceding waves made the place look like a badly laid-out city with the street lights on. The small incendiaries were going down like a fistfull of white rice thrown on a piece of black velvet. As Jock hauled the Dog up again I was thrown to the other side of the cockpit, and there below were more incendiaries glowing white and then turning red. The cookies—the four-thousand-pound high explosives—were bursting below, like great sunflowers gone mad. And then as we started down, still held in the lights, I remembered that the Dog still had one of those cookies and a whole basket of incendiaries in his belly and that the lights still held us—and I was very frightened. While Jock was flinging Dog about in the air, he suddenly flung over the intercom: 'Two aircraft on the port beam.' I looked astern and saw Wally, the mid-upper gunner, whip his turret around to port, and then looked up to see a single-engined fighter slide below us. The other aircraft was one of ours. Finally we were out of the cone, flying level. I looked down, and the white fires had turned red; they were beginning to merge and spread just like butter does on a hot plate.

Jock and Boss, the bomb-aimer, began to discuss the target. The smoke was getting thick down below. Boss said he liked the two green flares on the ground almost dead ahead. He began calling his directions, and just then a new bunch of big flares went down on the far side of the sea of flame and flare that seemed to be directly below us. He thought that would be a better aiming point. Jock agreed; and we flew on. The bomb doors were opened and Boss said: 'Cookie gone.' A few seconds later the incendiaries went, and Dog seemed lighter and easier to handle. I thought I could make out the outline of streets below, but the bomb-aimer didn't agree and he ought to know. By this time all those patches of white on black had turned yellow and started to flow together. Another searchlight caught us but didn't hold us. Then through the intercom came the words: 'One can of incendiaries didn't clear—we're still carrying it.' And Jock replied: 'Is it a big one or a little one?' The word came back: 'Little one I think, but I'm not sure—I'll check.' More of those yellow flares came down and hung about us. I haven't seen so much light since the war began. Finally the intercom announced that it was only a small container of incendiaries left, and Jock remarked: 'Well, it's hardly worth going back and doing another run-up for that.' If there had been a good fat bundle left he would have gone back through that stuff and done it all over again.

I began to breathe, and to reflect again that all men would be brave if only they could leave their stomachs at home, when there was a tremendous *whoomp*, an intelligible shout from the tail-gunner. . . . Dog shivered and lost altitude. I looked out the port side, and there was a Lancaster that seemed close enough to touch; he had whipped straight over us —missed us by twenty-five to fifty feet: no one knew how much. The navigator sang out the new course and we were heading for home.

* * *

We began to lose height over the North Sea. We were over England's shores. The land was dark beneath us. Somewhere down there below American boys were probably bombing up Fortresses and Liberators, getting ready for the day's work.

We were over the home field: we called the control tower; and the calm, clear voice of an English girl replied: 'Greetings D for Dog, you are diverted to Mulebag, came in on the flarepath, Mulebag, came in ons the flarepath, touched down very gently, ran along to the end of the runway and turned left—and Jock, the finest pilot in Bomber Command, said to the control tower: 'D for Dog clear of runway.'

SEVEN MEN WHO WENT TO BERLIN FIVE TIMES IN FOURTEEN DAYS

By SQUADRON-LEADER L. A. NOCKOLLS

The pilot and the wireless operator are Australians. The bombardier and the navigator come from New Zealand. The other three in the crew are Englishmen —the engineer comes from Derby, the mid-upper gunner from Sheffield, and the rear gunner from London. All of them are either sergeants or flight-sergeants.

It was back in August that the seven were crewed up as a bomber team. Four of them had been together before—at their operational training unit. The others joined a little later—and that was when they were posted to their Lancaster bomber.

First of all, the pilot did a trip as 'second dickey' with one of the old hands to get a bit of experience.

Dusseldorf was their first trip as a complete crew, so that they had only done one raid together before the assault on Berlin began in earnest. The night of Thursday, November 18, saw them

over the Big City for the first time. They took off in the gathering dusk soon after tea-time, and they landed back at base three-quarters of an hour after midnight. Seven hours' flying.

They parked the aircraft out at the dispersal point; a lorry picked them up; and a Waaf corporal drove them round the dark perimeter track to the Intelligence Office. Inside the office, while they waited their turn to be interrogated, at one of the long tables, they stood around with the other crews, sipping their hot drinks and talking about the raid.

LITTLE EASIER

I listened to them, and I was struck by the way in which they under-stated everything. No, they said, there was no particular incident. Coming back, the rear turret had been put out of action and the guns wouldn't work. But they didn't see any fighters, so that was all right. Oh yes, and the R.T. (that's the radio telephone) wouldn't receive, reported the pilot, so they couldn't get any messages from the control tower. But they managed to get down all right. There was a good deal of cloud, but the searchlights couldn't penetrate the cloud. Yes, there was a pretty heavy flak barrage, but they had been lucky; nothing had come near them. Yes, it was a little easier than they had thought it was going to be, seeing that it was Berlin.

It was only if you watched them closely that you noticed how still the bomb-aimer sat—thinking, perhaps, of the flak and the searchlights over Berlin; or that the gunners' eyes were strained and bloodshot through seven hours of staring out into the darkness; or that the pilot, when he got up from the interrogation table, moved heavily and slowly, like a very tired man moves.

It was F for Freddie they were flying that night. D for Donald was their own machine, but that had gone unserviceable, and they had had to change over only a few hours before the start. They didn't like changing, they said, but F for Freddie had behaved all right.

It was about three o'clock on the Friday morning that they crawled into their beds in the cold Nissen hut.

On the following Monday night they were over Berlin again. They got through the defences again—the flak and the searchlights—and they bombed the markers, where the Pathfinders had laid them, over the Big City. It was pretty cloudy again, they said, but they could see a great red glow through the clouds.

Everything seemed to be going well until they had got about half-way home, and the worst of the trip seemed to be over. Then they were blown south of track; and that took them over a flak area.

THE HOLES MADE IT VERY DRAUGHTY

'Jerry lay low for a bit,' said the pilot, 'and then he opened up with everything he'd got. You should see the kite . . . looks like a colander when you get up close to it. The stuff came in from all angles . . . . a bit just missed the wireless operator. Some of the holes you can put your fist through . . . there are lots of smaller ones, too.'

But the Lancaster kept on flying all right. The holes made it very draughty, they said, and they couldn't use the heaters because every time they opened them up the cabin filled with smoke. They filled up one of the worst holes with a blanket; that helped a bit, but it was still pretty cold. The main hydraulic line to the mid-upper turret was fractured, but the gunner stayed in and rotated it by hand. He said it was a 'terrible bind' doing that for a couple of hours. But there was nothing else he could do. The rear gunner was bleeding a bit; a small splinter nicked his nose and another bit lodged in his thumb. He called up the pilot to tell him the turret had been holed, but he didn't say he'd been hit.

A can of incendiary bombs had hung up. They didn't know that until they were over the North Sea on the way back, when the incendiaries shook loose and fell into the bomb bay. The pilot opened the bomb doors and they fell out. And so, that got over that spot of bother all right, they said. (You see what it's like on these raids—incidents piling up one after another.)

SIX HOURS' FLIGHT

They were flying more than six hours fifteen minutes that night, and they got back about midnight. It was a different Intelligence Officer who interrogated them this time, but the questions were more or less the same. And, before they left, they were warned that they'd probably be wanted again for the next night. They weren't told it was going to be Berlin again, but they had a pretty good idea it would be. 'We were getting used to it by now,' they said. 'We'd got through twice before, so we reckon we can get through again.'

They slept in till about ten in the morning—that gave them about eight hours in bed. Then they went up to the hangars to start getting ready for the night's work. This time, on the Tuesday, they had got another aircraft—B for Bertie. The one they had been flying the night before was too badly knocked about to be repaired in time. The squadron was moving from one airfield to another. But that wouldn't stop them operating. The plan was that they would take off from their old airfield and land at the new one. That was the plan, but on the way back they received a diversion signal. Fog had closed in over the airfield at which they were supposed to land, and they were diverted elsewhere.

Apart from that there was no trouble at all, they said, when they got back. They had left fires in Berlin. It was easily the best raid of the three so far, they told the Intelligence Officer.

They got a bit of sleep and they flew back to their new base. They had been put down for another trip to Berlin that night. But when he saw them, the Squadron Commander crossed their names off the list. They looked too tired, he thought.

On the next night—the Thursday—they didn't fly either, but on the Friday they went out again. This was the longest trip of all so far: seven-and-a-half hours. They looked tired when they came into the Intelligence Room, and the mid-upper gunner's eyes were red-rimmed and bloodshot again. I listened to them as they sat around the long wooden table telling their story. They kept looking up as each new batch of men came into the room, checking up to see who'd got back all right and picking out their pals. The rear gunner wasn't there this time. He had been taken to the sick quarters with a frost-bitten foot. (He was the one, you remember, who was hit by flak on the second trip.) 'He called me up to say he was cold and could he have some more oxygen, which, of course, we gave him—but that was all he told us,' said the pilot.

SAME QUESTIONS

Once again the same questions: 'What time did you bomb?' 'What height were you at then?' 'Could you see the Pathfinders' markers all right?' 'What about flak and the weather along the route?' 'How about opposition over the target?' 'See any night fighters?'

The pilot and navigator, between them, answered most of the questions. Occasionally, one of the others added some little bit of information.

'The Bosche really pulled his fingers out tonight,' said the pilot. 'There was one great big belt of searchlights round the city. There seemed to be crowds of them. They coned one of the kites, and the next lot coned somebody else . . . and the guns were firing up into the cones. There was a terrific number of fighter flares to the east of the city. We had to go through this ring of searchlights and flak because the Path finders' markers were in the middle of it all. We got a terrific jolt from a shell bursting underneath. It felt just as though the aircraft had been kicked upwards; and everything shuddered. We saw a couple of night fighters but we weren't attacked!'

He paused a minute. Then he said: 'I'd have hated to have been down there on the ground.'

The Intelligence Officer took down all the details. The six of them hung about for a bit, talking to their friends; and then they moved off to their quarters to get something to eat before going to bed. I had a chat with the pilot before he left. 'I don't mind saying I felt a bit scared when I saw that belt of searchlights and all the stuff coming up and I knew we'd got to go in there,' he said. 'I'm no hero or anything like that . . . Honestly, it shook me a bit. But that was the job . . . so I called up the chaps and told 'em to hang on; and I told the engineer to give us some more revs—and in we went.'

That made four trips to Berlin. After that they got a bit of a rest. The weather came up dirty and the squadron was grounded. They hung about for several days, getting in a little flying during the daytime and watching the weather . . . and waiting . . . and waiting . . .

THE FIFTH TRIP

Then came the next Berlin show, and the crew was on it again. That made

ve to the Big City in a fortnight. There was something about this new crew, and the way they'd stuck to it, that appealed to everyone in the squadron. They were a grand crew—absolutely full of guts. The regular gunner was still in hospital with frostbite. So this time, they got a gunner from another crew in his place (he happened to be spare because his skipper had gone down with 'flu). They were still flying B for Bertie, though; and, once again, they got through.

But we knew immediately they came into the room that something had gone wrong. Their faces were grim and set, and they didn't seem to want to talk much; and there were only six of them. The rear gunner (the man who'd been put in to make up the crew) was missing. Once again they sat around the long table; and in short jerky sentences, the captain told the story.

'It wasn't too good,' he said. 'They killed the rear gunner. It was over the target . . . just after we'd bombed . . . he couldn't even have seen the fighter that got him . . . First thing we knew was the tracer coming in. We couldn't get a reply from the rear gunner, so I sent two or three of the crew back. . . they couldn't get the door open and we had to leave him there. Came back from Berlin on two-and-a-half engines. The mid-upper gunner passed out because he couldn't get oxygen—he was unconscious pretty well the whole way from Berlin to the Dutch coast . . . The R.T. had gone, too . . . we were losing height dangerously fast. When I saw the flarepath I didn't even know which aerodrome it was. I said: "Hang on, we're going in." One of the tyres had burst and we swung right off the flarepath, but we made it all right.'—*From recent B.B.C. talks.*

HUMANITY UPROOTED

(*Continued from page* 9.)

be of no account. The bankruptcy of modern States and governments in regard to reform that might make themselves acceptable to the people governed is to be visited on those unfortunate people. The Germans cannot govern the Poles. So they must be expelled from lands occupied by the Germans. Germans in Czecho-Slovakia do not like the idea of being governed by the Czechs and will not wait for reform and concession; so they must be incorporated in Germany.

This is introducing permanent and perpetual revolution in the political lives of peoples. The poison has entered so deep into the political thought of Europe that even representatives of the countries liberating Europe from the Nazi nightmare are also thinking of the same expedient of bandying people about. If this idea is allowed to go on unchecked, there will be nothing settled about the frontiers of countries or the shapes of States. India also has not been free from the influence of this idea. The bankruptcy of Indian Statesmanship to find a solution for the Hindu-Muslim problem is to be visited on the peoples of India. Movements of peoples are contemplated in order to ensure homogeneous Muslim and Hindu populations. One can only hope and pray that the teaching of history and the needs of the country will restore leaders and peoples to reason and common sense and the tradition of living together for the sake of India.

A talk broadcast from A.I.R., Trichinopoly.

R.A.F. COOKS OVERCOME FUEL SHORTAGE

The use of waste oil and water as fuel for cooking is one of the measures being adopted by the R.A.F. in India to compensate the present shortage of wood and coal. A simply constructed apparatus in which this "austerity" mixture —vaporised water and oil which fuse and become combustible can be used with hundred per cent result was demonstrated recently by the R.A.F. Command Catering Officer to Lady Auchinleck in Delhi.

The system is not now. It has been used for years in the Services in open kettle trenches and with particular success in the Western Desert, but it has now been adapted for the first time, for use on ranges in enclosed kitchens.

This method of generating heat has proved so successful and economical during experiments in its use indoors that it has been decided to introduce it to all R.A.F. kitchens in India. Two warrant officers cook-demonstrators will be leaving on tour soon to explain to R.A.F. and I.A.F. cooks how to make the best use of this fuel and to demonstrate the latest methods in cookery. It is hoped that 95 per cent saving on fuel for cooking will be effected without any deterioration in the results.

THE PLAN

(*By* A.E.)

DEMOCRACY—What means the name
But people's rule
And if all rule then who'll be ruled ?
From out this babel shall a leader step
And take command ?
Shall he then say "I am thy man,
I do thy will" and then
List only to his friends
Or the dissentient clamour of the mob ?
And trembling for the safety of his new-found power
Embrace the noisiest of them all
So, with expedience for his secret guide
Go forth in pomp or mock humility
To please himself
And work his will according to his whims ?
Or haply shall some brave good voice arise
From out the throng and say
"I pledge myself to do the right"
"I dedicate myself to serve and fight"
"Give me two comrades tried and true"
"To share alike with me this task"
"Give us a Council of thy wisest men and good"
"Let half be men from all the walks of life"
"And half most learned in their sphere"
"Then tie us to a plan on which to work"
"But frame it on the simplest lines"
"And let there be no detail to dispute"
"Has't no such plan ?"
"Seek Christ, Mohammed, Buddha and the Saints"
"And note wherein they all agree"
"And write it down—There is the plan
"To bind thy rulers and, well ruled,
"To leave thee free !"

BRITAIN'S INVASION CRAFT

By LIEUT. D. WILSON MACARTHUR

INVASION CHIEFS WATCH TROOPS.—General Montgomery, General Eisenhower and Air Chief Marshal Tedder watching an American armoured unit on pre-invasion manœuvres. (A radio photograph.)

THERE are well over 50 types of landing craft, large and small, in Britain's Royal Navy to-day. All are designed primarily for putting troops and their equipment, tanks, lorries and guns ashore on hostile beaches, in face of enemy opposition.

The chief of Britain's minor landing craft are the L.C.M., the L.C.A. and the L.C.S.

The L.C.M., or Mechanised Landing Craft, is a vessel of rectangular shape, with a fairly high freeboard. The square bow is closed by the ramp, which in the sea-going position juts up above the hull. It is operated by a hand winch, and can be quickly lowered when the craft reaches the beach.

In order to avoid interference with the compasses, all the steel of which these minor craft are built is demagnetised. The engine room is below decks, housing two powerful internal combustion engines driving twin screws.

The craft can be manœuvred remarkably well considering its shallow draught high freeboard, and broad beam, which give a very poor grip on the water. By means of the twin screws, it can be turned almost in its own length.

Steel doors open over the stern, where a kedge anchor is kept ready for instant use. During landing operations, this is dropped on the approach to a beach, and the cable paid out until the bow has run aground and the ramp is lowered.

ASSAULT LANDING CRAFT

The L.C.A., or Assault Landing Craft, differs from this type not only by having a greater turn of speed but by having a lower ramp, which does not project above the freeboard. It is driven by similar engines, but the steering position is forward, in a small protected box. Although small, it is capable of carrying a surprising number of men accommodated in the fore and aft bays under the armoured deck.

The L.C.S., or Support Landing Craft, is not technically speaking a landing craft at all, since it is not designed to put itself ashore. Its purpose is to provide cover for the actual landing craft, and it is more traditional in line, with the appearance almost of a small motor torpedo boat. It is equipped with smoke apparatus and a smoke-float mortar, with which a dense smoke screen can be laid at speed.

Its armament is, for its size, formidable, and it can not only engage shore targets and give gun support to the landing troops but can deal with enemy dive-bombers.

After the fall of France, production of these craft went ahead rapidly, not only in boat-building yards and yacht yards all round the coast of Britain, but in all manner of inland engineering shops and small plants and even garages throughout the country.

TANK LANDING CRAFT

The first L.C.T., or Tank Landing Craft, ran its trials in the Mersey at Liverpool just six months after Dunkirk, in November 1940. This, unlike the minor landing craft, was an ocean-going vessel capable of making long sea passages and of carrying a large number of tanks, lorries or mobile guns.

The typical L.C.T. is a vessel of about 200 feet in length, with a beam of 31 feet, and a displacement of 350 gross registered tons. It draws 3 feet forward and 7 feet aft, the keel sloping from bow to stern to meet the slope of a beach.

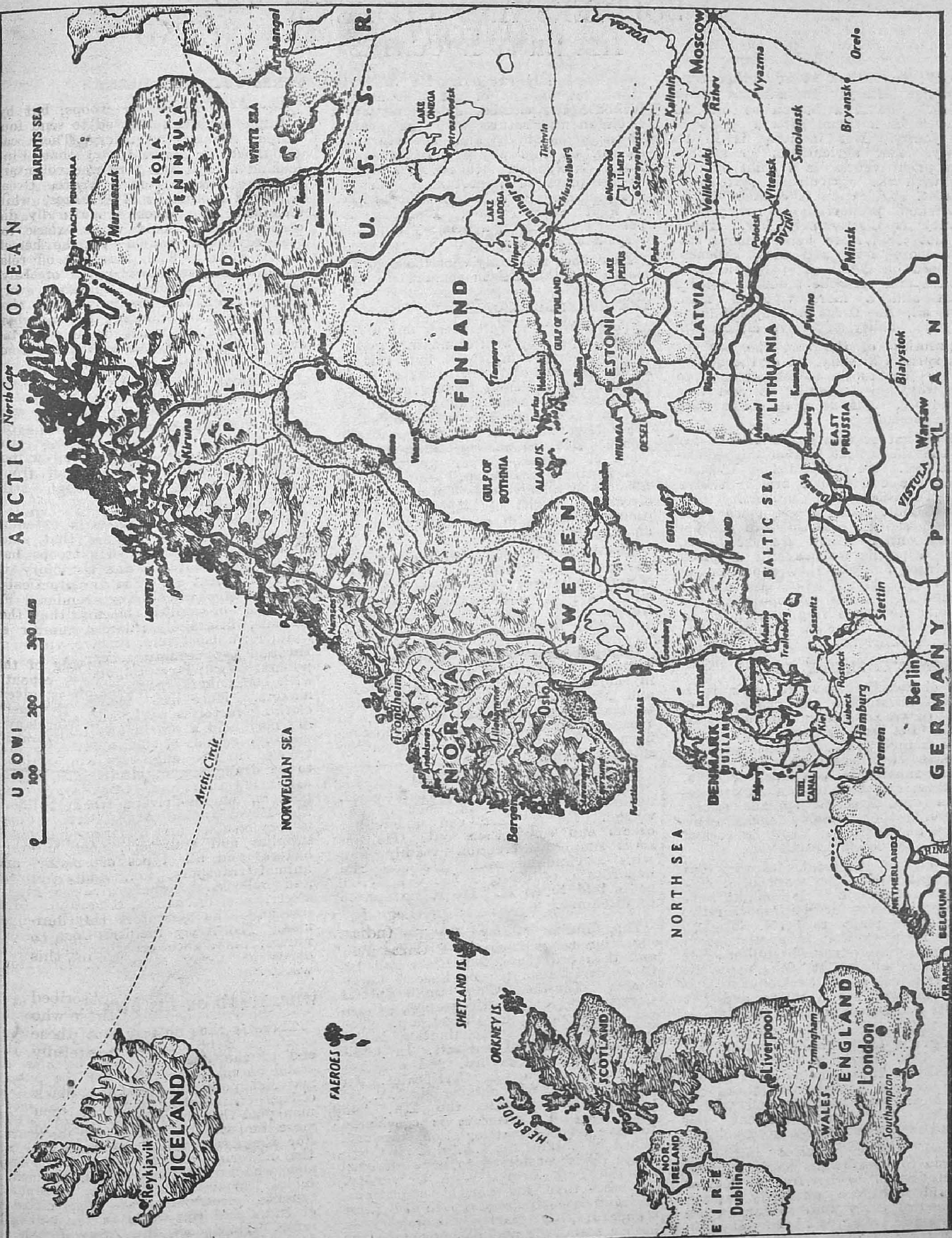
In the bows there is a ramp hinged at the base, lowered or raised by wires worked from a hand winch. When closed, the ramp shuts the bows of the vessel and takes the force of the seas; lowered and resting on the beach, it provides a runway for disembarkation.

She carries a crew of two officers and ten men. At sea, officers and men are continually exposed to the weather, and they live in cramped quarters which allow of no privacy or distinctions. All mess together, eating, washing, sleeping within a few feet of each other. The soldiers carried must make shift to sleep inside their vehicles, crowding into the cramped quarters for washing, cooking and the like.

The officers are exclusively young R.N.V.R. officers, the men are "hostilities only" ratings, and they are specialists in their jobs as much as submarine men, gunners, naval airmen, motor torpedo boatmen.

They are the youngest branch of the naval service; but the work they and their craft do is a prime essential for the victory to come.

UNITED STATES SUPPLY DEPOT IN ENGLAND PREPARES FOR INVASION.—Howitzers, newly arrived from the United States are given an inspection before being "set in line" with hundreds of others for the invasion of Europe.



FINLAND AND BALTIC STATES

SOLDIERS AND CITIZENS

THE ARMY EDUCATES

NOW, more than at any other time in her history, India needs active citizens. She is a nation so old in the cycle of national growth as to be very young. Her industry is in its infancy. Her agriculture, so ancient in its primitiveness, is a child by contrast with the agricultural systems of the west. Education is confined to an infinitesimal proportion of her people. Literacy is distressingly low. India does not need more babies, more students, more men and more women. She needs a healthier baby, a more practical and versatile student, a freer woman and a more vigorous man. Above all, she needs a people imbued with the quality of active citizenship.

Citizenship of the sort the country needs springs directly out of the ability to do a job, to do it competently, to know why we are doing it and how it conduces, if it does, to the welfare of the community.

We do not require to be told to-day that the theoretical bias of our education is bad. We are tombs of information at the end of our ten or twelve years of school and university life. But we don't seem to get down to a job, to grasp its essentials, to execute it competently. There are exceptions, but as a people we are still so given to abstract analysis that opportunities pass us by. In the effort of centuries to refine our minds to cope with the fastidious we have forgotten how to use our hands. Nor do we always use our minds clearly.

PERFECT AT A SINGLE JOB

The citizenship that we seek is a practical citizenship and the germ of it lies in teaching our boys and girls a trade. Let them be perfect at a single job. Let them learn to know machines, for these have come to stay. Need they be rabbits in consequence? No. For stress on efficiency and thoroughness in one direction spreads easily. An intelligent tradesman masters his machine and learns to know its correct place in the social framework.

It is one of the ironies of war that it frequently does the work of a constructive revolution. We might have had to wait years for the opportunities that now lie ready to hand. To-day, we have an army that is largely dependent on Indians—trained Indians. It is a modern army. It looks upon the soldier not just as so much muscle that can be thrown into a melee and left to do its damnedest, but, as a thinking being.

Among the many changes in mental attitude that mark the passing of the years 1918 to 1939 none is more encouraging to the educationist than the conviction now so normally and widely held that only an intelligent and informed man can make a good soldier.

A good soldier requires initiative. He needs to know what he is fighting for. He needs to be free of mental care, and therefore authority anticipates mental cares and, so far as lies in his power, removes them. The soldier needs to be given the job for which he is especially cut out. He needs to think intelligently of the past and to estimate the chances of its repeating itself in the future with the present he is immediately and actively concerned, on this we need not enlarge. But it is significant that with him, the future plays as important a part as the present. He does not want to have to fight another war. Planning for peace is, therefore, a primary duty and responsibility.

How does the Army contribute to the making of this citizen soldier?

THE AVERAGE RECRUIT

The average recruit comes out of his village a peasant with elementary assets. A body—undernourished but not so undernourished that six weeks or so of regular and sufficient feeding and regular sensible exercise cannot transform his bare existence into a healthy life. He has glimmerings of village intelligence. He knows something of the ways of animals, cows, goats—sheep. His instincts are sharp. And there is about him a naivete, a sincerity and a directness, a gift of laughter that are promising assets in one desiring to be an educated citizen.

The immediate object of the Army is to make the recruit a fit soldier. Manual efficiency is a primary requisite. He is put through foot-drill, weapon-drill, marching, elementary instruction in the use of weapons.

Alongside his physical training runs a course of elementary general education in subjects such as Urdu, Mathematics and Map Reading. This is intended to make him alert and receptive, to increase his self-respect and self-confidence. It is a basic minimum for active citizenship.

Compare him at the end of his recruits training with what came, floundering and groping, out of the village. He is alert, can understand orders and carry them out. He absorbs simple instruction readily and with a childlike zeal. He sees the importance of doing a job exactly as he is told to do it. He is susceptible to discipline.

The Indian Army Certificates of education range from the Recruits Test and then 3rd Class, 2nd Class and 1st Class Certificates to the Special Certificates. The 1st Class and Special Certificates include Geography, General Knowledge and Citizenship. The Special Certificates examination is set in English for all subjects. In addition, there are the 3rd, 2nd and 1st Class I.A. English Certificates. An Indian soldier who obtains his I.A. 1st Class Certificate and the I.A. 2nd Class English Certificate is considered to have reached matriculation standard. When he obtains his I.A. Special Certificate he is considered to have qualified for the Pass Degree of a University. In war time his normal educational training is compulsory up to 2nd Class standard, only partly compulsory in higher standards and depends upon the instructors and facilities available.

TURNS OUT A TRADESMAN

The Army turns out a tradesman.

Branches such as the Armoured Corps, Signals, Artillery, Engineers, Ordnance, Medical, Veterinary—demand a high standard of recruit education. After recruit training men adjudged competent of serving in these technical capacities go to various centres and schools where they take the advanced course appropriate to their work. The Armoured Corps demands a competent driver mechanic, gunner and wireless operator. Men form a team or crew in their particular vehicle and though they specialize in some subject, must be able to take over all tasks of the members of the crew.

Technical skill in driving and maintenance enables the Indian soldier to handle vehicles of all descriptions—15 cwt., 3-ton lorries, station waggons, jeeps, wheeled armoured carriers, tracked carriers and armoured cars—light medium and heavy tanks of British and American design.

A gunner is trained to handle a variety of weapons including a rifle, a bren, a sten, a Vickers, M.G., etc. A wireless operator obtains a working knowledge of all sets and a high standard of operating. The Indian Electrical and Mechanical Engineers roll out hundreds of skilled blacksmiths, electricians, fitters, instrument mechanics, saddlers, upholsterers, turners, vulcanists tin and copper smiths, carpenters and joiners. Ordnance Depots provide us with bootmakers, packers, tailors, tentmakers. Here the men learn how clothing factories work, and after training may hold a job in any of the innumerable sections of such a factory. Men trained in the engineers are equipped to be draughtsmen, electricians, fitters, artificers, surveyors, brick-layers, carpenters, engine-drivers, road builders. The Royal Indian Army Service Corps is responsible for a large system of supplies and transport, field butchers, bakers and all types of motor and animal transport, i.e., mules, camels, and bullocks. Signals give us fitters, electricians, mechanics, telegraphs, wireless and line operators and draughtsmen. The Army Medical Corps trains nurses, ambulance orderlies and attendants of X-ray units and laboratory work.

WILL STAND ON HIS OWN FEET

There is thus no fear that the Indian soldier will be without a trade at the end of the war. He will be able to stand on his own feet. For the purely material point of view, he will be a citizen contributing more to the common pool than he takes out of it. But more he will be a thinking creature. For the Army takes the best view of the material at its disposal. These men who are efficient fitters, artificers, cooks, carpenters, cobblers, gunners, sappers, electricians, are also citizens of India and the world in the cultural sense. How does the Army fit them to hold positions of value in the cultural world?

WAR DIARY

BRITAIN AND GERMANY

1ST MAR.—There was slight German air activity over South-east England and Home Counties including London area last night.

Allied bombers attacked Stuttgart and Munich.

Mr. Eden stated in the House of Commons that he was unable to report any improvement regarding the food rations issued by the Japanese to Allied prisoners of war and internees generally.

2ND MAR.—American bombers were over south-west Germany and attacked military objectives.

German aircraft attacked the London area.

Sir James Grigg, British War Minister, made a survey of the war in the House of Commons.

3RD MAR.—American planes attacked Berlin and targets in north-west Germany. Two armed German coastal vessels were sunk, one severely damaged off Cherbourg Peninsula.

4TH MAR.—American heavy bombers attacked Berlin.

5TH MAR.—Mosquitoes of the Bomber Command attacked objectives in western Germany.

6TH MAR.—American bombers attacked Berlin region in daylight to-day.

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THE UNITED STATES OF AMERICA AND ATLANTIC

2ND MAR.—The Selective Service Chief, Brigadier-General Lewis Hershey said that 12 lakhs additional selectees will be taken into the armed forces before July 1.

3RD MAR.—President Roosevelt announced that the United States Acting Secretary of State, Mr. Edward R. Stettinius will shortly go to London to discuss matters regarding the war.

The Secretary for War, Mr. Henry Stimson, told the House of Representatives Foreign Affairs Committee that the failure to extend the Lease-Lend Act for another year "would prolong the war".

4TH MAR.—The United States has suspended diplomatic relations with the Argentine Government.

* * *

INDIA, BURMA AND CEYLON

1ST MAR.—In the Arakan mopping up operations continued successfully on 29th February. It is estimated that between February 4th and 29th 4,500 Japs were killed or seriously wounded in Arakan.

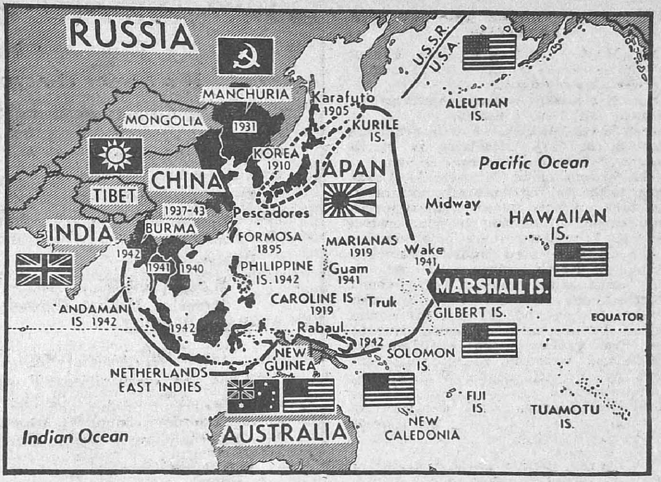
The Australian High Commissioner-Designate in India paid high tributes to the services rendered by Indian troops.

Mr. Leo T. Crowley, United States Foreign Economic Administrator, praised India's war effort and said "India is also a United Nations' arsenal."

2ND MAR.—To-day's communiqué says: "During the night of February 29 and March 1, Allied artillery was active on the western slopes of the Mayu range."

Mr. Churchill has sent a message of congratulations to Lord Louis Mountbatten on the recent victory of the Fourteenth Army in the Arakan.

Sir James Grigg, British War Minister, referred to the Burma campaign in his statement in the Commons.



TIGHTENING NOOSE ROUND JAPAN

3RD MAR.—During March 2, enemy activity in the Arakan continued to decrease, says to-day's Allied communiqué.

Lord Louis Mountbatten has sent a reply to Mr. Churchill's congratulations.

4TH MAR.—Eastward of Kalapanzin, Allied troops captured enemy positions in north and north-east of Buthiadang and despite enemy counter-attacks consolidation was well in hand by the evening of March 3, says the South-East Asia Command Communiqué. His Excellency the Viceroy has sent a message of congratulations to Lord Louis Mountbatten.

5TH MAR.—In the rear areas east of the Mayu range operations to clear the remaining enemy from the hill feature east of the Ngakyedauk Pass continued successfully on March 4, says to-day's Allied Communiqué. General Stilwell's Chinese troops occupied Wa Gantawng on March 4.

6TH MAR.—It is announced to-day that American forces fighting in Asia have captured Walawbum and Maingkwan in North Burma. Allied bombers attacked Bahmo town on the night of March 5–6.

* * *

RUSSIA AND FINLAND

1ST MAR.—Russian forces captured about 100 localities and Russaki. The Red Army has launched a new offensive south of Narva on the Estonian border.

The Finnish people were told of the Soviet armistice terms.

2ND MAR.—The battle for Baltic Republics is in full swing. Russians have encircled Narva and street fighting takes place in Pskov.

3RD MAR.—The Red Army's advance on Latvia is rapidly gaining ground as battles are being fought over the last 20 miles before the border. Soviet troops captured Krasnye-Pudy and Zhelezovki.

The Finnish Cabinet is giving 'major consideration' to peace with Russia.

President Roosevelt said that discussions for transferring roughly one-third of the Italian fleet to Russia were about half completed.

4TH MAR.—Soviet troops have reached the Gulf of Finland, west of Narva. The Russians have warned the Hungarians.

5TH MAR.—The Red Army has captured Izyzlavl. A new break through 120 miles wide and up to 30 miles deep on the first Ukrainian front is also reported to-day.

6TH MAR.—Soviet forces captured a number of district centres of the Kamanets-Pdolsk region including Ves Nevets and Zbaraz. The Proskurov-Tarnopol railway line has been cut.

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ITALY, AFRICA AND THE MEDITERRANEAN

1ST MAR.—Bitter fighting broke out in the Anzio beachhead.

2ND MAR.—German's third beachhead smash in Anzio has been repulsed and the battle is now going favourably for the Fifth Army.

The United States Secretary for War, Mr. Henry Stimson defined the policy of the War Department in regard to cultural and religious property in Rome.

3RD MAR.—All ground lost to the Germans in the recent attack on Anzio beachhead had been recovered. Allied positions remain intact. Lieutenant-General Mark Clark said that the situation there is well in hand. Targets in Rome were bombed.

4TH MAR.—No major activity is reported from any of the fronts. Weather limited operations.

5TH MAR.—Allied beachhead forces repulsed an enemy attack in the Cisterna area. Patrolling continued on the main Fifth Army front and Eighth Army front.

6TH MAR.—There were patrol actions on the main Fifth Army front. On the Eighth Army front Indians repulsed a German counter-attack.

VICHY, FREE FRANCE AND OCCUPIED COUNTRIES

1st MAR.—Fighting in close vicinity to the Austrian frontier by Yugoslav Partisans is reported.

Allied aircraft bombed objectives in France and Low Countries.

2nd MAR.—United States bombers bombed military objectives in North France including Paris and Albert.

The French Prime Minister M. Laval warned France that the German army will take ruthless measures to suppress any pro-Allied demonstrations when General Eisenhower's armies strike.

3rd MAR.—Allied fighters attacked targets in North France.

A substantial number of French merchantmen requisitioned by the United States and Britain after the fall of France will be turned over to the French Committee of National Liberation according to an announcement by United States Warshipping Administration.

Madame Granger, eldest daughter of General Giraud has died in German captivity. Her children are still detained by the Germans.

4th MAR.—Allied aircraft attacked military targets in North France.

5th MAR.—United States and Royal Air Force bombers bombed objectives in North France.

* * *

THE NEUTRAL COUNTRIES

1st MAR.—It is reported that British and American war supplies to Turkey ceased to arrive from the Middle East.

Bombs were dropped on the Vatican City.

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THE FAR EAST

1st MAR.—Allies have landed in Admiralty Islands. American naval planes bombed Wake Island. General MacArthur went ashore at Los Negros Island in the Admiralty Islands and inspected the captured Momote aerodrome.

2nd MAR.—Allied position in the Admiralty Islands has been consolidated.

The British Admiralty announced that British submarines operating in Far Eastern waters have torpedoed a Japanese aircraft-carrier of 7,000 tons.

Dr. Heinrich Sthamer, the German Ambassador in Tokyo exchanged views on the European war situation with the Japanese Foreign Minister, Mr. Mamoru Shigemitsu.

3rd MAR.—United States Navy bombers dropped bombs on Paramushiro and Shimushu in Kurile Islands.

4th MAR.—Allied bombers attacked enemy positions in Gas Mata, Kahili and other places.

5th MAR.—Japanese attempt to recapture Momote airfield in the Admiralty Islands failed. Allied planes bombed Karavia, Rapopo and Rabaul.

Ponape was attacked by United States bombers.

Japanese installations in Indo-China were bombed on 5th. On 4th Hainan was raided. On 5th Chengmai aerodrome in Northern Thailand.

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H.P.P.

If a dealer charges high prices . . .

A dealer commits an offence if he sells an article above the price fixed under the section 3 of the Hoarding and Profiteering Prevention Ordinance and in other cases at a profit exceeding 20 per cent of landed cost or the cost of production.

The Government have fixed maximum prices in respect of:—Leather; Cigarettes of various brands; Photographic Materials and Chemicals;

Bicycles—

B.S.A., Raleigh or Rudge Whit Worth, Deyton, Norman, Hercules, Phillips, Chromix or Phoneix.

Bicycle Parts—

Lucas Bell, Lucas Lamp, Freewheel, Chain, Hubs, Spokes.

Arms and Ammunitions, Fountain Pens, Playing Cards, American Caravan; Pedal Card for Children, English; Roller Skates, American Steel Expanders, English; Meccano Sets and Hornby Trains, English, Football Bladders, English; Tennis, Golf, Pingpong and Squash Balls;

Razor Blades—

Gillet, 7 O'clock, Nacet, Valet, Nacet-Valet, Ever-Ready, Eclipse, Wardonia and Sahara.

Woollen Goods, Knitted and Woven—

The Government have directed marking of prices on the articles in respect of:—
Woollen Goods, Watches, Clocks and Time-pieces;
Imported Books, Magazines and Periodicals.

Government have ordered the exhibition of price lists conspicuously on the premises in respect of:—

Watches, Clocks and Time-pieces, Woollen Goods;
Cigarettes, Photographic Materials, Arms and Ammunitions, Wines and Liquors, Bicycles and Bicycle Parts.

In case of complaint, inform the Commercial Tax Officer in the mufassal and the Commissioner of Civil Supplies, Madras.

Remember: The Ordinance can be made a success only if every consumer acts as an inspector.

FOR YOUR RADIO DIARY

MAR. 11.—LAHORE—9-45 p.m. "Yesterday in Chunking." By Victor Kiernan.

" 13.—DACCA—8-00 p.m. "Japan Unmasked: Indian Way and the Japanese." By W. J. Palmer.

" 14.—DELHI—8-30 p.m. "I was in Japan." By Capt. Brewester-Gow.

" " CALCUTTA—9-00 p.m. War Commentary.

" " LUCKNOW—9-45 p.m. "The Doctor's Dilemma: Analysis of Dr. Goebbel's propaganda." By Dr. P. Basu.

" " MADRAS—9-45 p.m. "All out to Win: Work Harder." By Capt. G. T. B. Harvey.

" 15 DELHI—8-30 p.m. "The Voice of America."

Delhi: 338·6 metres (886 KC/S); Calcutta: 384·6 metres (780 KC/S); Lucknow: 293·5 metres (1,022 KC/S); Dacca: 257·1 metres (1,167 KC/S); Lahore: 276 metres (1,086 KC/S); Madras: 211 metres (1,420 KC/S).